

CHALLENGING BRITISH POLO TEAM AND PARTY ARRIVING ON CARMANIA.



Left to right—Captain Vivian N. Lockett, Hon. Mrs. Barrett, Captain H. A. Tomkinson, the Duke of Penaranda, Lord Wimborne, Lady Wimborne, Captain F. W. Barrett, Mrs. John Traill, John Traill and Captain Leslie Cheape.

SURVIVOR TELLS HOW SHIP SANK

Edward Seybold Describes Disaster and Death of His Wife.

TORN FROM HIS HAND WHEN BOILERS BURST

Declares Empress Whistled Three Times and Storstad Gave Answer to All.

[By Telegram to The Tribune.]
Ottawa, Ont., May 31.—Edward Seybold, one of the eighteen first cabin passengers saved from the wreck of the Empress of Ireland, lying in a hospital in his brother's home here to-day, suffering from exhaustion and a badly scalded arm, told one of the most graphic stories of the accident that has yet been told.

He arrived home to-day with the dead body of his wife, who was identified yesterday by her brother-in-law from among more than 300 other bodies in a warehouse at Rimouski. She was killed, Mr. Seybold believes, by the explosion of the Empress's boilers. The day he and his wife left Quebec on the Empress was the forty-first anniversary of their wedding. He has made forty-two trips across the Atlantic in the last few years and Mrs. Seybold twenty-two trips. His story, told to The Tribune between his sobs, is as follows:

"On the morning of the accident, about 2 o'clock, I was lying awake in my cabin, when I noticed the Empress slowing up. Then she blew three whistles, and by that I knew there was something wrong. Then I heard another steamer answer with three whistles. The Empress again whistled three times and the other vessel replied with three whistles. This time I noticed the sound from this other ship was much nearer to us. Again the Empress whistled three times. What seemed only a moment later, I heard a crunching noise.

"I jumped out of my berth, opened the window in my stateroom, which was on an upper deck on the starboard side, and looking out, saw that the Storstad had rammed right into the starboard side of the Empress. Then I saw the coal vessel back away from us. In a few seconds I noticed the Empress list badly to starboard. I at once came from the window of the cabin and told my wife to get up. Without any delay, I got out a lifebelt for her. She slipped on an ulcer over her night dress and over her ulcer coat I fastened the lifebelt. My wife then helped to fasten a lifebelt around my waist. Meanwhile I had hurriedly slipped on a towel and an ulcer coat over my pajamas.

"There was a little fog, but I could see the coast line about four miles away. By the time my wife and I had got the lifebelts on the boat was listing considerably to starboard. Then I took her hand and keeping hold of it tightly we left our cabin, went along the passage outside to the café and made for the port side, which by this time was almost parallel with the water.

"I was feeling very exhausted, for you know I had been ill prior to leaving Ottawa to go to England. However, I helped my wife to clamber on to the port side of the sinking ship, and three men assisted me alongside my wife. The ship was by this time lying on her starboard side. All was dark, but along the 600-foot turntable port side of the ship I could see silhouetted against the darkness fully 500 people. They were not screaming, but moaning. I can hear that awful moaning even when I am asleep."

STEAMER WRECK SURVIVOR HERE

Salvation Army Man, Saved from Empress of Ireland Disaster, to Make Address.

Kenneth McIntyre, one of the Canadian members of the Salvation Army who survived the sinking of the Empress of Ireland, is to address a prayer meeting, to be held this noon in the headquarters of the Salvation Army, at 120 West 14th st. Colonel Cox, of the local branch, got the young man on the telephone yesterday at his home in Mount Vernon.

"I'll come," he said. "I'm weak yet and in a daze. I cannot realize that the dreadful experience was my own. But I'll do the best I can."

Mr. McIntyre was hauled aboard one of the boats belonging to the freighter Storstad, after swimming a mile. Soon after surrendering the sinking passenger boat he surrounded his lifebelt to a woman who was struggling in the water. His father, Colonel William A. McIntyre, of the local branch of the Salvation Army, is on the Olympic on his way to the conference in London.

Word was received by the Salvation Army here yesterday of the identification of the bodies of Brigadier W. S. Potter, trade secretary, and Major Annette A. Simcoe, of the Canadian branch of the army. Brigadier Potter was assigned to the New York headquarters until about two years ago.

CAPTAIN OFF DUTY, STORSTAD MEN SAY

Collier Reaches Montreal Damaged—C. P. R. Libels Vessel.

Montreal, Que., May 31.—The collier Storstad, which rammed the steamship Empress of Ireland in the St. Lawrence near Father Point on Friday morning, reached here this afternoon under her own steam. Contrary to the stories which have been received of her condition, she was very little injured. Her stem was bent back more than a dozen feet high above the waterline and she stood up straight. She has about 11,000 tons of coal on board. Only a few officials were allowed to board her.

Immediately after the vessel was made fast a writ of libel, issued for the Canadian Pacific Railway, claiming \$2,000,000, in the Quebec Admiralty Court, was served on Captain Anderson and the Storstad was placed under detention.

"By what authority do you come on board my vessel and place it under arrest?" asked Captain Anderson, commander of the collier.

"By authority of the British Empire," curtly replied the deputy sheriff who was commissioned to execute the warrant, and who forthwith proceeded to affix the warrant in the customary place.

No sooner was the vessel moored than the work of unloading her cargo of some 11,000 tons of coal started, and were it not for the battered condition of her bows it would be difficult to imagine that the collier had but a few hours previously taken part in one of the worst maritime disasters in the history of Canadian navigation.

The officers and men, however, bore traces of the harrowing experiences through which they had just passed. When questioned on the subject of the disaster they were averse to entering into conversation.

Captain Anderson, immediately the collier docked, was in conference with Captain Ore Lange, American chief of the Maritime Steamship Company.

Captain Anderson said he could make no statement, as the official representative of the Dominion Coal Company, the charterers of the boat, had arranged to do that. It was declared by seamen who were persuaded to tell something of the collision, though they had been warned by their officers not to talk to newspaper men, that Captain Anderson was off duty at the time of the accident, that the ship had been ordered astern before it struck the Empress a glancing blow and that 350 people were saved by the crew of the Storstad.

BRITISH OFFICIAL GOES TO OTTAWA

Royal Commission to Investigate Cause of Empress Disaster.

[By Telegram to The Tribune.]
Ottawa, May 31.—The Dominion government is appointing a royal commission to conduct an inquiry into the loss of the Empress of Ireland. The commission will be composed of two judges of the Admiralty Court of Canada and George Vaux, selected by the British government to represent the Board of Trade. Mr. Vaux has already sailed for Canada and is expected to reach Montreal on June 8, when the commission will begin its work. The other members of the board will be named at once.

In the mean time Captain Lindsay, Dominion Wreck Commissioner, will carry on an inquiry. This investigation will be begun in Montreal. As many as possible of the passengers who were saved will be summoned to give evidence under oath before Captain Lindsay. The surviving officers and members of the crew of the Empress will also be called upon to testify, and the officers and crew of the Storstad, which rammed the liner, will be closely examined as to what happened on their vessel both before and after the disaster.

The royal commission will not only inquire into the loss of the Empress, but it will also deal with the whole question of safety in the navigation of the St. Lawrence route from the ocean to Montreal. While believing that recent accidents on the St. Lawrence route were

spite the fact that the Storstad kept her whistle blowing she could not locate the Empress until the cries of some of the victims in the water were heard. The captain absolutely denied that he was a mile or so away from the Empress after his vessel struck the liner. The Storstad had not moved. It was the Empress which had changed position, he declared.

According to the report made by the captain to the owners, immediately the collision occurred he heard Captain Kendall shout, calling on him not to pull away.

"I won't," shouted the Storstad's captain, as loud as he could. After that the Empress disappeared from the Storstad's view.

The statement is as follows:
"The fact that the Storstad has only to-day reached port has made it impossible heretofore to give an authentic statement on her behalf. All connected with the Storstad deplore most deeply the terrible accident which has resulted in the loss of so many valuable lives. It is not with any desire to condemn others, but simply because it is felt that the public is entitled to know the facts that this statement is put forward."

Storstad Had Right of Way.

"The vessels sighted each other when far apart. The Empress of Ireland was seen off the port bow of the Storstad. The Empress of Ireland's green, or starboard light, was visible to those on the Storstad. Under these circumstances, the rules of navigation gave the Storstad the right of way."

"The heading of the Empress was then changed in such a manner as to put the vessels in a position to pass safely. Shortly after a fog enveloped first the Empress and then the Storstad."

"Fog signals were exchanged, the Storstad's engines were at once slowed and then stopped. Her heading remained unaltered. Whistles from the Empress were heard on the Storstad port bow and were answered. The Empress of Ireland was then seen through the fog, close at hand on the port bow of the Storstad. She was showing her green light and was making considerable headway."

"The engines of the Storstad were at once reversed at full speed and her headway was nearly checked when the vessels came together."

"It has been said that the Storstad should not have backed out of the hole made by the collision. She did not do so. As the vessels came together the

MORGUE ON CITY'S NEW PIER SCENE OF SORROW AND WOE

[By Telegram to The Tribune.]
By WILLIAM L. CURTIN.

Quebec, May 31.—While seventy-five thousand French Catholics attended mass on both sides of the river, offering up their prayers for the souls departed in the sinking of the Empress of Ireland last Friday, the death vessel, Lady Grey, steamed slowly down the St. Lawrence this morning with 188 bodies from the lost steamship.

Chimes from the historic parish of St. Anne de Beaupre on the north shore mingled with those of Chateau Richer, l'Ange gardien and others nestled along the old Beaupre road and were echoed from the spires of the Basilica, on the heights of Quebec, the home of the newly made Cardinal Begin, who is now in Rome.

Early mass had just finished in the Church of St. Laurent, on the Isle of Orleans, as the Lady Grey, with her dead, steamed by. The solemn miened worshippers moved slowly out the doors and reverently bared their heads as they watched the vessel pass.

Human nature is said to be the same the world over, but it seems scarcely to apply to Quebec and her people to-day. The absence of jostling, chattering, noisy crowds of the curious, such as are found at every turn in New York, made it seem almost as if Quebec was indifferent to the disaster off Father Point and to the arrival here of its mute human wreckage.

Human sympathy unmeasured. But Quebec was not indifferent. Her tender, motherly reception of the sufferings ones struggling in from Rimouski showed that human sympathy

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began his ordeal. Cullen looked only at the women and children. Behind him, three deep, surged others, hoping to identify their dead. Some gently pulled aside the white cloths of the nearly nude and slowly moved on.

Bracelet on Dead Arm.

Cullen paused before one coffin, and, lifting the lid, saw the white arm of a woman. Glistening on the wrist was a gold bracelet and watch, the hands of which had stopped at 2:27 o'clock. He moved away. The woman was not his wife. Then the man paused before one black box that had not been opened. It was marked "Femme," the identifying pastebord tags of sex having been tacked on at Rimouski.

On the lid was a large tablet of cheap white metal. It bore the inscription, "Ne pleurez pas moi." A shock of dishevelled gray hair surmounted the badly bruised face of a woman of sixty. Still not Mrs. Cullen. The patient man next came to a coffin, cloth covered and black. A shining silver crucifix was its only mark. It contained the body of a seaman. Cullen had looked into the face of every man, woman and child that the Lady Grey had brought, but failed to find his kin. Then he began all over again, and at last found his wife.

He said little, merely claimed the body and gave the necessary instructions for the certificate of removal. Presently he found and identified the body of his daughter, Maude, eight years old. Mr. Cullen was positive that he would eventually find the body of his son, Albert Edward, two years old, but when he did he was astonished to learn that the child had already been identified and claimed by T. H. Archer, of Saskatchewan, who had lost his wife and two-year-old son, Alfred. Each father was positive that the little one belonged to him, and Canon Scott, rector of St. Matthew's, who had been on the pier since daylight, was called upon to settle the dispute. He urged Mr. Archer to compare the child's features with those of his dead wife, whose body lay a few yards away.

Both Fathers Sure.

One of the Canadian Pacific Railroad policemen picked the child up from his little white velvet coffin and held him before the light beside the mother's body, but the comparison went for naught and changed not one jot the minds of the two bereaved men. Both clung to their right to possess the little body.

Late to-night it was learned that Napoleon Drouin, Mayor of Quebec, had been called upon as an arbitrator, and, after hearing the claims of both men, awarded the infant to Mr. Cullen.

Mr. Cullen's silent search for his dead was the most striking incident in the day's slow procession around the three platforms. As soon as a body was identified the coffin was sealed and marked for shipment. In the afternoon the railroad officials decided to remove the lids from all the unidentified ones and let the cool air blow upon them. The heat of high noon had already shown its effect upon the faces.

Whenever a recognition was made it usually became known through the shed. A low, heartrending groan of anguish invariably sounded the message. Occasionally a woman would reel into the arms of a male companion. Upon her recovery the morgue officials would proceed with their perfunctory list of questions.

At midnight, when the pier was locked for the night, 48 of the 188 bodies had been identified, and 12 partly so. At Rimouski 21 bodies had been identified and shipped to destinations. At 3:40 o'clock this morning a train from Rimouski for Montreal stopped for a few minutes at Lévis, across the St. Lawrence from Quebec. Among the passengers were Captain Kendall, of the lost Empress, and William Sampson, the chief engineer.

The young skipper, he is only thirty-nine, had regained little of his lost nerve. As he lay in his berth in the Pullman, he seemed to be struggling with himself to answer, clearly and calmly, the few questions that were asked of him during the train's halt. Throughout the brief interview, the youngest master in the Canadian Liverpool service pressed his palms

against his temples, and every word he uttered seemed to shake him. He appeared to be suffering more from mental than from physical strain.

"Was Captain Anderson of the Storstad to blame for the collision?" he was asked. Instantly he drew his hands across his forehead and the faintest suggestion of a smile crept across his countenance, and he replied quickly in a low tone:

"I cannot answer that; you'll have it all within a few days."

"Was it foggy?"

"It was, absolutely."

"How far could you see?"

"I told you, gentlemen, I cannot answer any questions."

The skipper shifted over and lay upon his side. He had been lying on his back. Asked how he felt, Captain Kendall answered, "A little better, thank you."

"Are you suffering from exposure, captain?"

"No, not that. I was hurt when the ship went down."

He seemed relieved as the train started, and turned his face away from those with whom he had been talking.

Tells of a Dream.

Several stories of premonition on the part of passengers booked for the Empress are current here to-day. One account was told by Major F. M. McGillivray, of the Salvation Army, who is attending to the bodies of the few members of his organization that were brought in to-day on the Lady Grey.

He said that Mrs. Hettie Simcoe, a major of the army, had come on from Vancouver to board the Empress. She spent a few days with friends in Montreal, and on the first night, as their guest, had a strange dream which she believed to be a portent of ill-luck. She told her hostess she had seen an endless procession of mourners marching around countless bodies in a great hall and feared that something dreadful was about to happen. Later she put the thought aside, sailed on the Empress and was lost. Her body was not recovered, but her dream is said to have prevented the departure of two women who had planned to go to England with her. These women, it is said, were so wrought up over her communication to them that they decided to sail a week later.

Captain Kendall Exonerated.

That the Canadian-Pacific Railway Company is convinced that the collision was not the fault of Captain Kendall became known to-day with the arrival from Rimouski of Captain H. C. Staunton, superintendent of lifesaving equipment for the steamship company.

The company, he said, has exonerated Captain Kendall from all blame. With the arrival of the Lady Grey to-day it was learned that the bodies of twelve mothers were found floating among the wreckage of the Empress with their dead babies held rigidly in their stiffened arms. Reports that many of the Empress's victims had been burned by steam and fire were scouted to-day by Dr. G. Will Jolicoeur, Coroner of Quebec, after he had examined the bodies.

SEVEN OF THE MISSING NOW REPORTED SAVED

Revised List Issued from Montreal Office of C. P. Railway.

Montreal, May 31.—In a revised list of persons saved in the Empress of Ireland disaster issued to-night by the Canadian Pacific Railway Company there appeared the following names of persons who previously had been reported as missing:

Abercrombie, J. R., Vancouver.
Godson, F. R., Kingston, Ontario.
Johnson, D., Fredericton, N. B.
Mallock, C., Lerdo, B. C.
Townsend, Miss T. C., New Zealand.
Taylor, Miss H., Montreal.
Walleit, the Rev. J., London.

French State Relics Stolen.

Paris, May 31.—Several jewelled weapons of great value have been stolen from the military museum of the Hotel des Invalides. They include a diamond studded state dagger of the eighteenth century which once belonged to an Emperor of China.

ENGLISH POLO TEAM HERE FOR BIG MATCH

Continued from page 1

fall, would not interfere with their chances of victory, he thought. He denied that there was any antagonism aroused by his selection.

Says All Is Harmony.

"Nothing but a spirit of harmony prevails between the chosen men and other British players," declared Lord Wimborne.

Asked for the official line-up of the English team, Lord Wimborne replied: "I really cannot say now just what the line-up will be, you know. Any changes may be necessary from day to day for one cause or another. You ask if a change of players on the American team would cause me to shift my men about, but I can hardly answer that right now. It does not follow that a change in our line-up would be necessary."

Lord Wimborne said he might play in the matches himself if occasion demanded.

"I have no such intention at present," he said, "but naturally, should the occasion arise, through accident or some other unlooked for cause, I would play."

None of the team would add a word about what they believed their chances for victory to be. All questions were referred to Lord Wimborne.

The Duke of Penaranda, who accompanied the team, is a friend of King Alfonso of Spain, and is himself an expert poloist. Several of his ponies have been loaned to the English team, and he will be a spectator at all the matches.

The voyage of the Carmania was easy and the health of the Englishmen suffered nothing on the journey. When the vessel docked the team and the women accompanying them went at once to the Piping Rock Country Club, where they will make their headquarters.

London, May 31.—George Vaux, a representative of the Board of Trade, left London to-day for Ottawa to confer and co-operate with the Canadian authorities in the official investigation into the sinking of the Empress of Ireland.

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